

3

PREFERRED  
ALTERNATIVE

## 3.1 Neighborhood Circulation

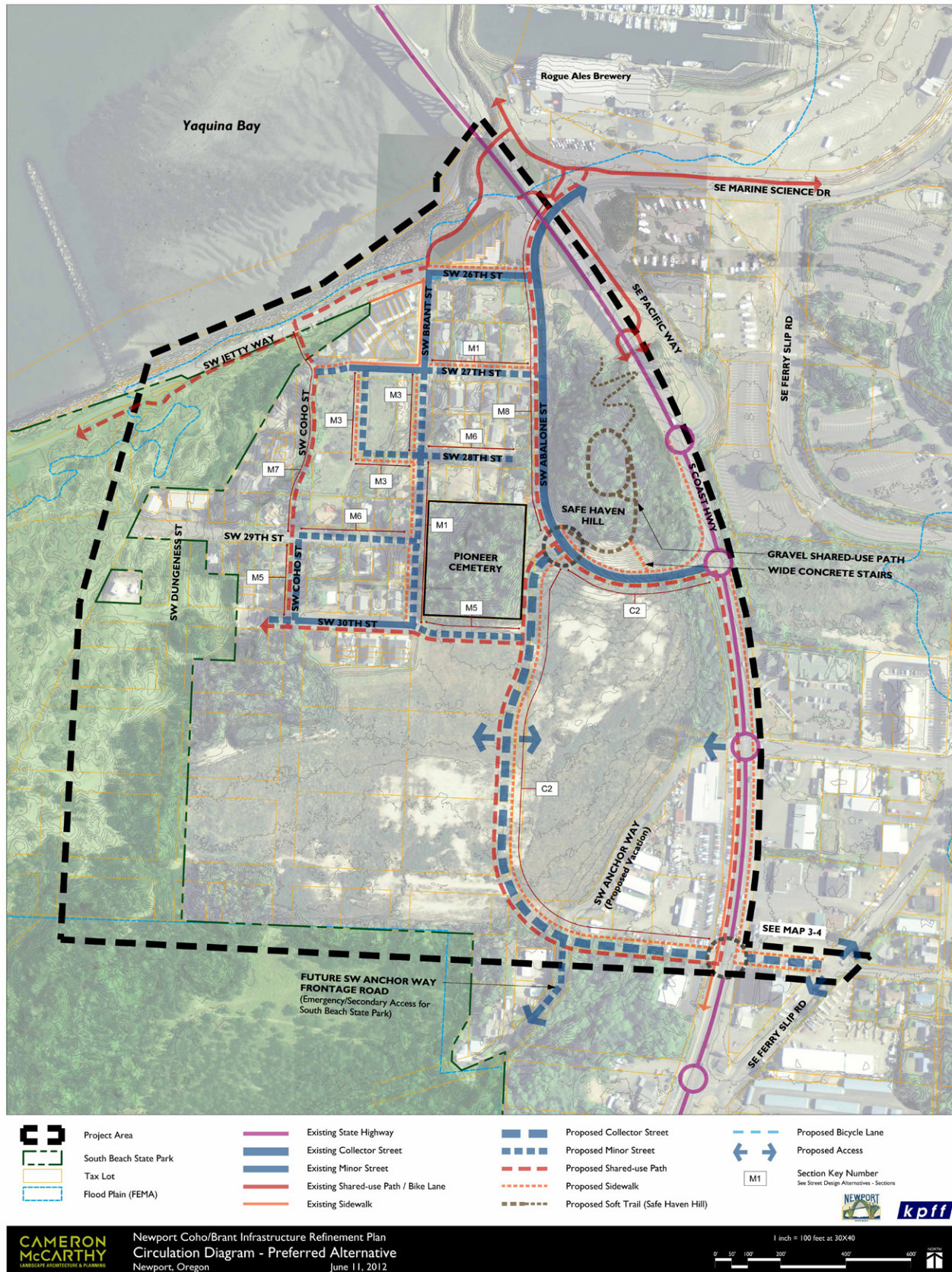
Based on input collected during the two-month planning process, the Design Team prepared a preferred alternative for improvements to vehicular, pedestrian, and bicycle circulation within the Coho/Brant neighborhood. The improvements are intended to address maintenance issues associated with unimproved and substandard streets, improve access, facilitate emergency vehicle response, improve egress out of the neighborhood in the event of a tsunami or natural disaster, and support the orderly and efficient extension of urban services.

Proposed improvements are summarized here, detailed in Section 4 with accompanying planning-level cost estimates and suggested project prioritization, and illustrated on Map 3-1 Preferred Alternative.

- SW 26th Street is retrofitted with a sidewalk and a bicycle lane;
- SW 27th Street, between SW Brant Street and SW Abalone Street, is improved with two travel lanes and a sidewalk;
- SW 27th Street, where the existing pavement ends to a proposed shared-use path on SW Coho Street, is improved with two travel lanes and a sidewalk;
- SW 28th Street, east of SW Brant Street, is improved with two travel lanes and a turnaround;
- SW 28th Street, west of SW Brant Street, is improved to create a looped connection to SW 27th Street with two travel lanes, a parking lane, and a sidewalk;
- SW 29th Street, between SW Coho Street and SW Brant Street, is improved with two travel lanes;
- SW 30th Street, between SW Brant Street and SW Abalone Street, is improved with two travel lanes and a shared-use path;
- SW 30th Street, between SW Coho Street and SW Brant Street, is retrofitted with a shared-use path;
- SW Coho Street, between SW 29th Street and SW 30th Street, is improved with two travel lanes and a shared-use path;
- SW Coho Street, between SW 27th Street and SW 29th Street, is improved with a shared-use path;
- SW Abalone Street, between SE Marine Science Drive and Highway 101, is improved with a shared-use path;
- SW Abalone Street is extended to connect with SW 35th Street and improved with two travel lanes, a shared-use path, and a sidewalk;
- SW 35th Street, between Highway 101 and SE Ferry Slip Road, is improved with two travel lanes, a center turn lane, and sidewalks;
- SW Jetty Way is improved with a shared-use path.



Map 3-1. Preferred Circulation Alternative



## 3.2 Parks & Open Space Improvements

The Design Team prepared preferred design concepts for two sites within the project area, the Coastal Gully Open Space and the Yaquina Bay Bridge Open Space. In addition, the Design Team recommends minor modifications to the previous conceptual work prepared for Safe Haven Hill. The proposed design concepts and modifications are summarized here.

### **Coastal Gully Open Space**

The Coastal Gully Open Space area was the subject of extensive discussion and debate during the planning process. Opinions about future use of the area ranged from a desire to leave it untouched in a primarily natural state, to light-footprint improvements in order to provide limited passive recreation and educational opportunities, access to trails in South Beach State Park, and to facilitate management. Prior to any design decisions for the area, management and control issues must be resolved. The northern portion of the open space area has been acquired by the City and is under conservation easement. The southern portion of the open space area is within OMSI's ownership and is not protected through any formalized means.

Both the City and OMSI expressed a willingness and desire to proceed in the best interests of conservation and protection. Section 5 includes recommendations for resolving management and control issues. As shown in Map 3-2, the proposed design for Coastal Gully Open Space includes the following primary components: a short looped path system, consisting of pervious trails following side slopes and narrow boardwalks in low-lying areas; a small trailhead area with seating, bicycle parking, and wayfinding signage, also constructed of pervious materials and sited to minimize impacts to existing trees; five on-street parking spaces for visitors and hikers, located entirely within the SW 30th ROW and sited to minimize impacts to existing trees; and wayfinding signage and an access point at the end of SW 30th Street to access trails in South Beach State Park.

### **Yaquina Bay Bridge Open Space**

ODOT owns and maintains the area under the Yaquina Bay Bridge, between the SE Pacific Way / SE Marine Science Drive / SW Abalone Street rights-of-way. The northern portion of this area is developed park space with sheltered seating, restrooms, and shared-use path improvements. The southern portion is bisected by SE Pacific Way and is primarily undeveloped and under utilized, with the exception of a shared-use path along SE Pacific Way connecting to staircases on either side of the bridge.

This area was identified early in the planning process as a potential site for active recreation, special events, and gatherings. As shown in Map 3-3, the proposed design for the Yaquina Bay Bridge Open Space area includes: a reinforced special event staging area that can be used for events and gatherings such as a farmers market; a sculptural element/wind screen to mitigate windy conditions originating from the northwest; lawn areas; seating areas; a basketball court; and overflow parking. The design proposal is intended to improve the area, enhance its ability to be used for a variety of events, to blend in with the improvements to the north, and the majestic beauty of Cormac McCullough's bridge.



### Safe Haven Hill

Based on input received during the planning process, the Design Team proposes only minimal modifications to the previous conceptual design work for Safe Haven Hill. The modifications involve elimination of the proposed sidewalk along the east side of SW Abalone Street, extending from SE Pacific Way to the proposed extension of SW Abalone Street. A shared-use path is proposed along the west side of SW Abalone Street and a trail is proposed, extending from the west staircase adjacent to the Yaquina Bay Bridge to the top of Safe Haven Hill. These proposed connections make the sidewalk redundant. A sidewalk is proposed on the east side of SW Abalone Street, extending from the new intersection to Highway 101.



Map 3-2. Coastal Gully Open Space Concept Plan





Map 3-3. Yaquina Bay Bridge Open Space Concept Plan

**CAMERON MCCARTHY**  
ARCHITECTS & PLANNERS

Newport Coho/Brant Infrastructure Refinement Plan  
Yaquina Bay Bridge Park Concept  
Newport, Oregon  
June 15, 2012

Scale: 1" = 30' at 20X40  
Contour Interval = 2.5 feet

**k p i t**



### 3.3 Highway 101 / SW 35th Street Intersection Improvements

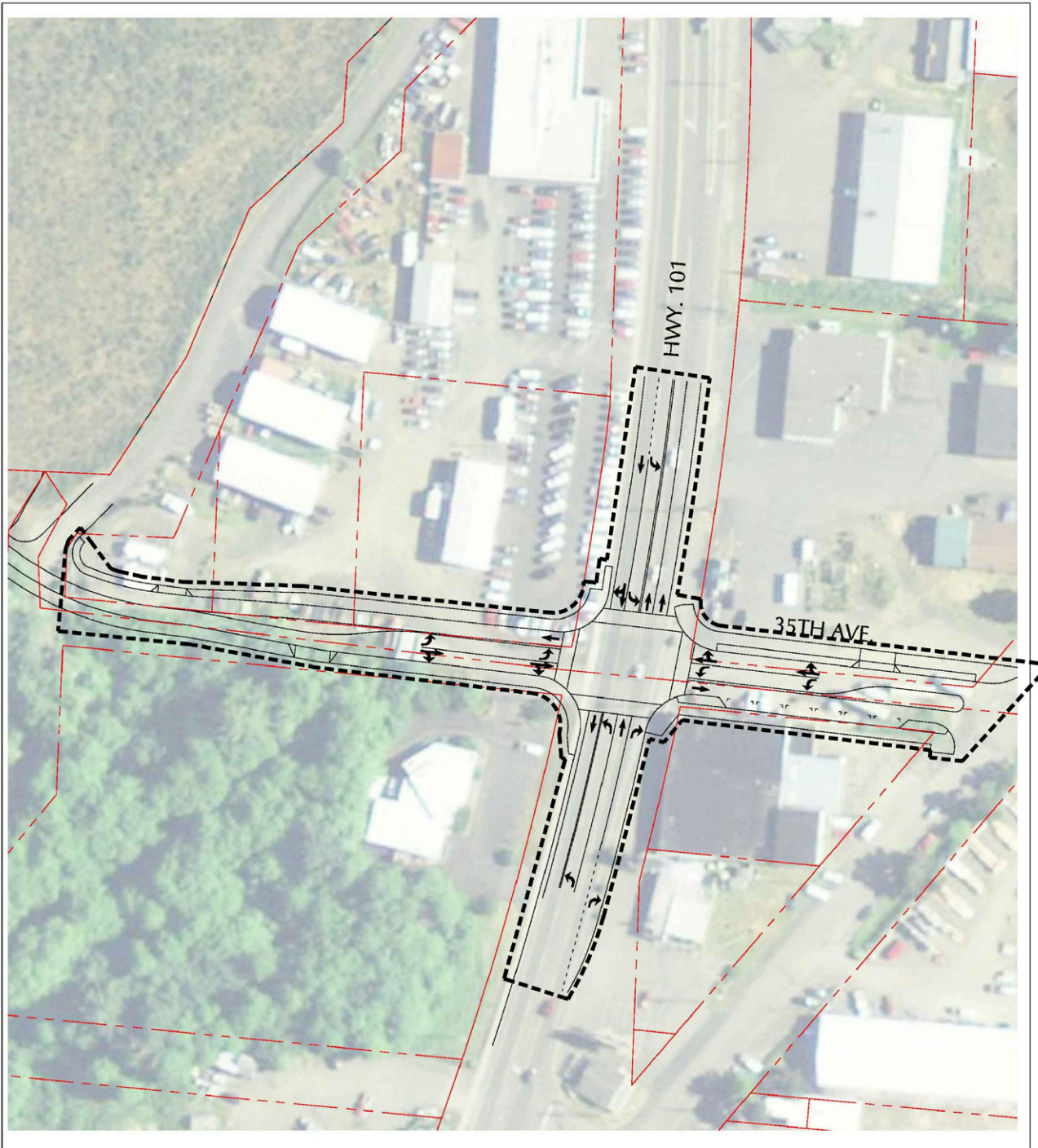
The Coho/Brant Neighborhood is currently accessed from SE Marine Science Drive, Jetty Road and SW Abalone Street. The southern commercial zoned portion of the project area is accessed from SW Anchor Way. ODOT is currently updating the Newport Transportation System Plan (TSP), which includes the removal of the SE 32nd Street and Highway 101 signalized intersection and the creation of a signalized four-way intersection at SW 35th Street and Highway 101.

A new signalized intersection at the SW 35th Street right-of-way and Highway 101 is proposed. The intersection is based on the general alignment proposed in the updated Newport TSP. The new intersection at SE 35th Street will increase the distance between the signalized intersection and the Yaquina Bay Bridge. The increased distance will provide for better traffic flow on Highway 101. In addition to improved traffic flow and operation on Highway 101, the new signal will provide improved access to the southern portion of the study area.

The full improvement of the intersection as proposed in the Draft TSP requires a major widening of Highway 101. However, the widening of Highway 101 is not currently funded and may not become a funded project for some time. An initial improvement is proposed to signalize the SW 35th Street and Highway 101 intersection and complete SW 35th Street from Ferry Slip Road to the proposed SW Abalone Street extension, with minimal improvement of Highway 101, as illustrated in Map 3-4 Highway 101 / SW 35th Street Intersection Improvements.



Map 3-4. Highway 101 / SW 35th Street Intersection Improvements



 Project Boundary

## 3.4 Utilities Improvements

The provision of public utilities is a critical determinant for development within the project area. Proposed extensions or expansions of water, wastewater, and stormwater utilities service is described below and detailed on Map 3-5 through 3-7 Proposed Utilities Diagrams.

### Water

In order to increase the pressure and flow in the existing water system, the 2005 Employment Lands and Conceptual Land Use Planning Project: South Beach Neighborhood Plan, proposed to extend a 12-inch water main from the existing 12-inch main at the southern boundary of the study area, north in the future SW Abalone Street right-of-way and west in the SW 30th Street right-of-way to Brant Street. The proposed 8-inch main extension will create a looped system in the study area, with a redundant connection to the south, which will allow for future increases in demand as well as better system maintenance. Refer to Map 3-5 Proposed Water System Improvements for details. In addition to increasing the pressure and flow of the existing water system in the northern portion of the study area, the proposed 8-inch main extension will provide adequate water service for the future development of the currently undeveloped properties in the southern portion of the study area.

### Sanitary Sewer

As development occurs and sewer demand increases in the northern portion of the study area, the existing sewer lift station (and associated force main to the east) will need to be replaced with a larger capacity station and main. The existing lift station in SW 26th Street is near capacity. To service the future development of the currently undeveloped properties in the southern portion of the study area, a new 8-inch sewer main is proposed within the future extension of SW Abalone Street, which will connect to the existing 8-inch main at 35th Avenue. Refer to Map 3-6 Proposed Sanitary Sewer System Improvements for details.

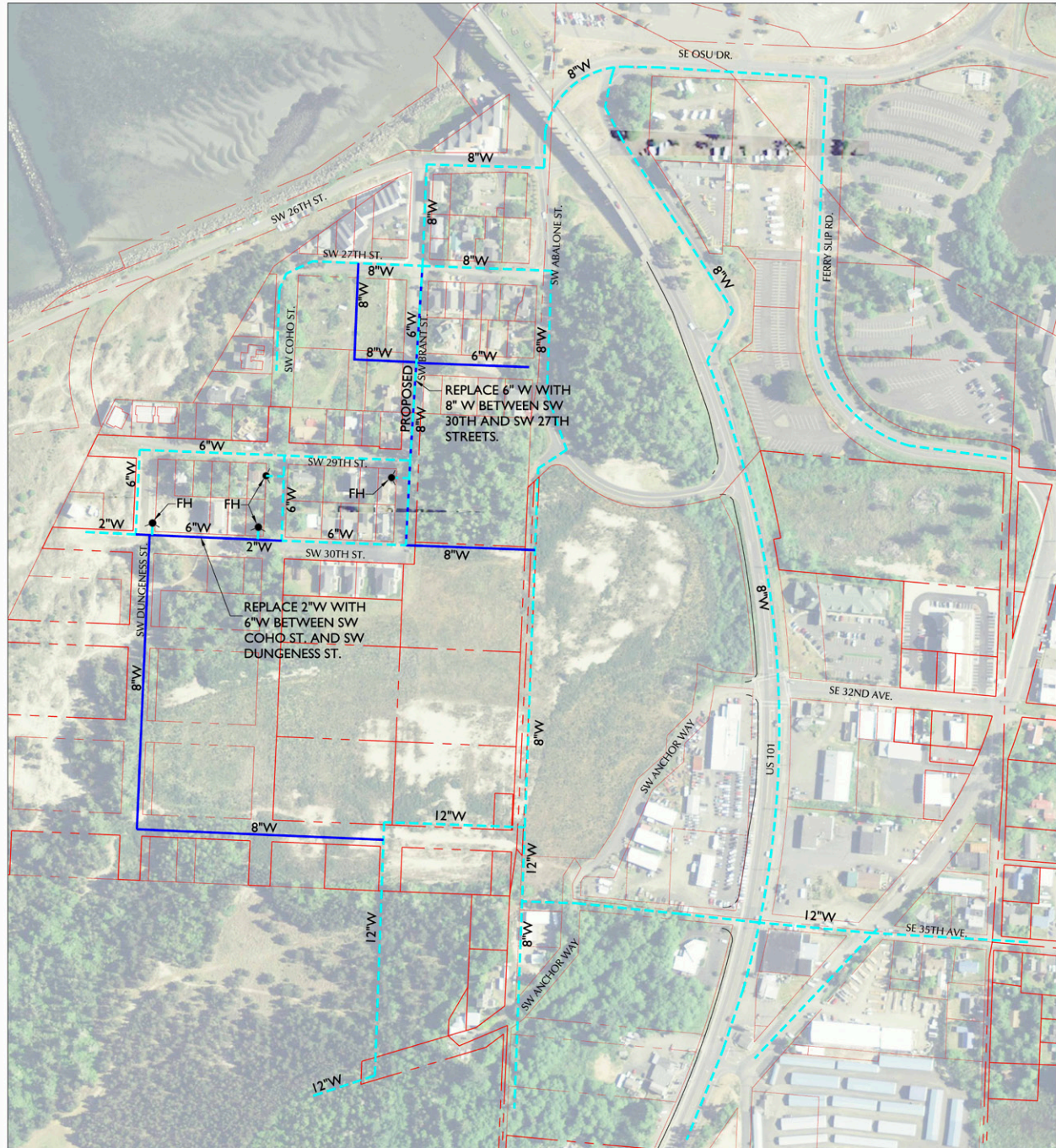
### Stormwater

Future development, including the construction of new streets, will require storm drainage improvements including stormwater treatment within the study area. The northern portion of the site will require storm main extensions where new impervious surface, such as roads, sidewalks, parking lots and buildings are constructed. Future storm drainage improvements are addressed in the 2004 South Beach Storm Water Master Plan by SHN Consulting. Project #7 (Basin 11) of the report addresses improvements within the northern portion of the study area and Project #4 (Basin 3) addresses improvements to serve the southern portion of the study area. The storm extension identified for Project #4 was completed by the City of Newport. The 36-inch outfall improvement identified for Project #7 was constructed with the improvement of Brant Street and 26th Avenue. Refer to Map 3-7 Proposed Stormwater System Improvements for details.

Stormwater treatment is proposed in two forms; either vegetated or mechanical. Vegetated treatment could be accomplished by landscape planters, filter strips or swales and implemented as development or re-development occurs. Mechanical treatment of stormwater could happen as the existing Right-of-Way is developed or constructed at the downstream ends of the north and south basins. As new streets and impervious surfaces are created water quality catch basins or manholes are recommended to treat new impervious surface runoff. Another option is to install water quality treatment structures with bypass systems at the downstream ends of the storm systems in the intersection of SW 26th and Brant and at the intersection of SW Abalone and SW 35th Street.



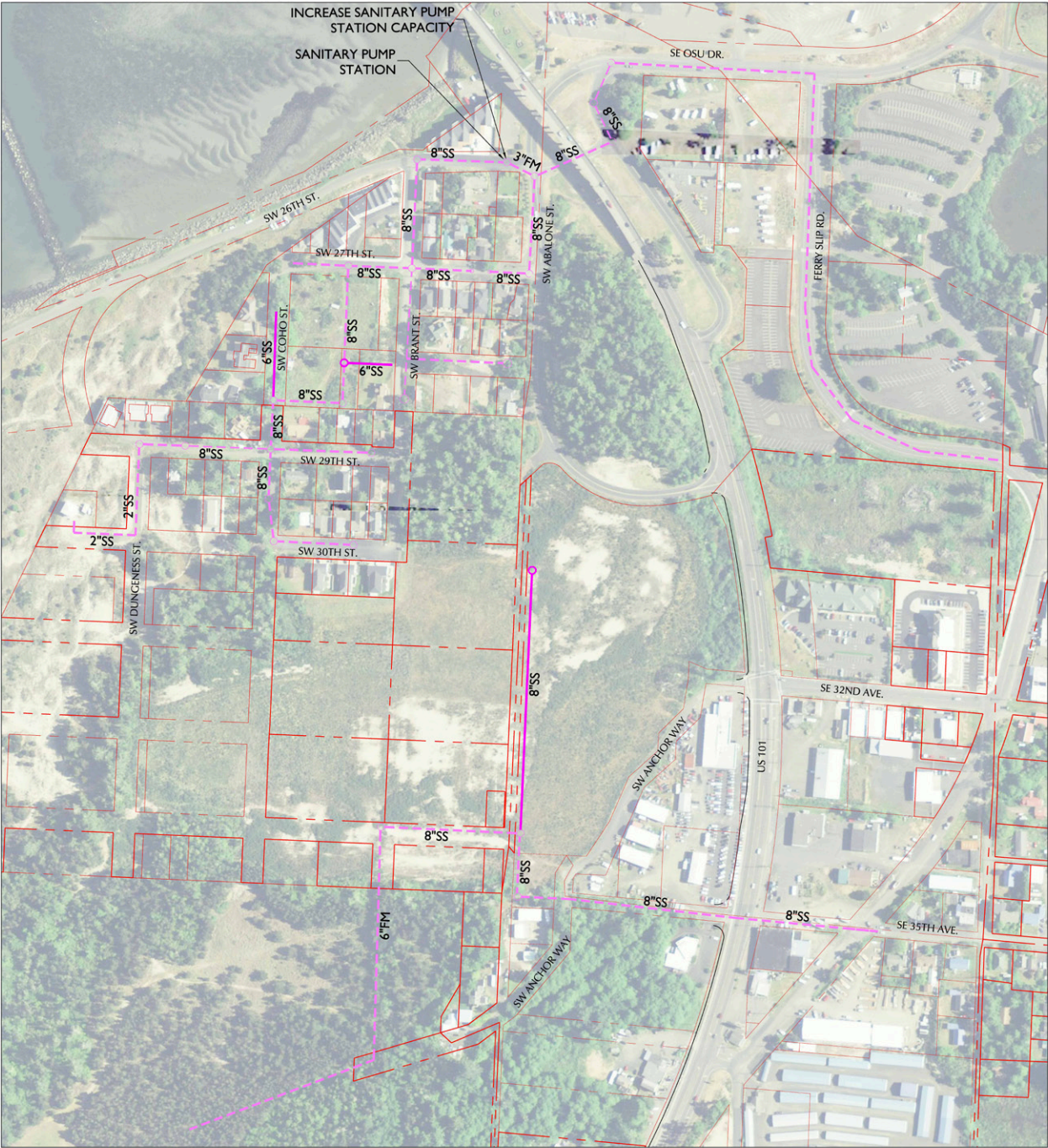
### Map 3-5. Proposed Water System Improvements



 EXISTING WATER PIPE  
 PROPOSED WATER PIPE



Map 3-6. Proposed Sanitary Sewer System Improvements



--- EXISTING SANITARY SEWER PIPE  
— PROPOSED SANITARY SEWER PIPE



Map 3-7. Proposed Stormwater System Improvements



--- EXISTING STORM DRAINAGE PIPE  
 --- PROPOSED STORM DRAINAGE PIPE

**CAMERON  
McCARTHY**  
 LANDSCAPE ARCHITECTURE & PLANNING

Newport Coho/Brant Infrastructure Refinement Plan  
 Proposed Stormwater System Improvements  
 Newport, Oregon  
 June 6, 2012



**kpff**

1 inch = 100 feet at 30X40



## 3.5 Illustrative Plan

An illustrative plan was prepared based on the preferred alternative to show the approximate impact of proposed improvements and their relationship to rights-of-way and property lines. As shown on Map 3-8, the illustrative plan delineates proposed roadways, shared-use paths, sidewalks, stormwater treatment, landscape strips, and park and open space areas. The base information used in the development of the illustrative plan, an aerial photograph and geographical information systems (GIS) data, is coarse and has an inherent margin of error. Therefore, the precise location of improvements and their relationship to the features depicted on the base information is cursory. The illustrative plan is intended to communicate the scale and nature of proposed public improvements.

### Wayfinding and Signage

The illustrative plan addresses wayfinding and signage needs within the Coho/Brant neighborhood. To the east, the South Beach Peninsula is well served by a developed network of streets and shared-use paths. To the west, a network of paths and trails traverses South Beach State Park. To the north, Jetty Way provides access to the South Jetty and South Beach State Park. The Coho/Brant neighborhood lies in-between.

The illustrative plan proposes wayfinding signage, in addition to the typical roadway and intersection signage common on public streets, which is not depicted. Wayfinding signage is intended to achieve two primary objectives: direct residents and visitors to path and trail systems within the South Beach area, and to direct residents and visitors to safety in the event of a natural disaster or tsunami. In addition, Section 5 contains recommendations for improved wayfinding and signage within the Coho/Brant area.

### Street and Path Lighting

The unimproved streets within the project area provide limited overhead street lighting. Recently constructed shared-use paths along SE Marine Science Drive and SE Pacific Way include pedestrian scale path lighting. The City's Subdivision and Partition ordinance specifies that street lights are required where a new street is proposed to assure adequate lighting of streets and sidewalks. The City has not adopted street or path lighting standards for public improvements, although the ordinance notes the possibility for adoption. In the absence of adopted lighting standards, the plan proposes lighting of primary minor streets, collector streets, and paths, and the relocation and reuse of existing street lighting where feasible.

Street and paths proposed for lighting are identified in the project cost estimates worksheets included in Appendix F. Primary minor streets proposed for lighting include SW Brant Street and SW 30th Street. SW Abalone Street, a collector street, includes lighting, although street and pedestrian scale lighting may be combined. Proposed shared-use paths along SW Abalone Street, Jetty Way, and on Safe Haven Hill are also designated for pedestrian scale lighting. The shared-use path in the SW Coho Street ROW is not proposed to be lit due to proximity to natural features and South Beach State Park. The plan recommends that all proposed lighting be dark sky compliant.<sup>2</sup> Several northwest communities have adopted outdoor lighting ordinances to limit the effects of light pollution.<sup>3</sup> In addition, the City should consider its overall role in the provision of public lighting and coordinate with the Central Lincoln Public Utility District (PUD) in purchasing and maintaining street and pedestrian scale lighting due to initial and long-term maintenance costs of the infrastructure investments.

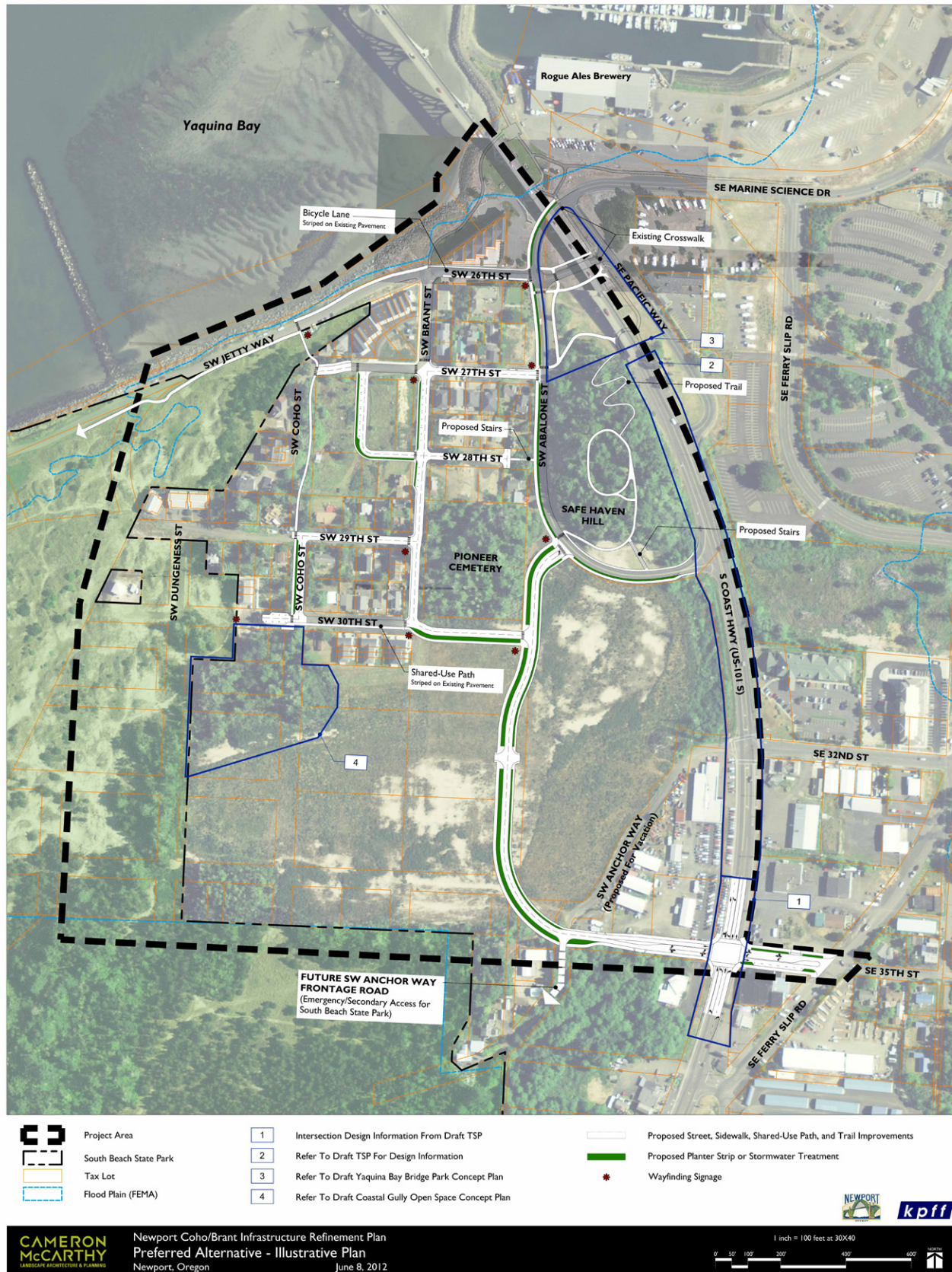
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<sup>2</sup> The International Dark-Sky Association (IDA) provides information and resources for dark sky compliant lighting. [www.darksky.org](http://www.darksky.org).

<sup>3</sup> The site "DarkSkies Northwest" provides outdoor lighting ordinances for communities in Oregon, Washington, Idaho, and Montana that comply with IDA recommendations. [www.darkskiesnorthwest.org](http://www.darkskiesnorthwest.org)



Map 3-8. Illustrative Plan



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